GRUMMAN
plane news

Vol. 39, No. 8, April 25, 1980. Bethpage, N.Y. 11714

1960 A-6 1980

Last week the 600th A-6 took off from Calverton -- almost 20 years to the day after the first Intruder flew from the same Navy/Grumman airfield.

More A-6's have been built than any other Grumman aircraft since World War II. And no other Grumman plane approaches the Intruder's 20-year Navy/Marine Corps production run.

In March 1959, then-Grumman President Jake Swirbul said that the need for the Intruder ". . . was born in the Korean conflict where enemy troop movements under the cover of darkness of night or inclement weather combined to restrict severely the effectiveness of aerial support missions."

That need led to the basic Intruder design: a rugged, combat-proven all-weather attack aircraft.

Today Grumman is working on new sophisticated weapons delivery systems to keep the A-6 combat-ready into the 1990's.

(See story on Page 3.)

'PAC helps officials know Grumman'—Watkins

"In the old days, the first thing a candidate would do was hire a speech writer. Today, the first thing he does is hire an accountant and a lawyer."

That's the way Ronald Reagan's former campaign manager summarizes recent changes in politics, changes which have opened the door to broader public involvement while minimizing the powers of special interests.

Eligible employees, for example, can now support candidates for elective office through the unified mechanism of corporate political action committees, which came into being in 1976.

Grumman's own political action committee, or PAC, was instituted that year. In 1977, its first full year of operation, the PAC collected $35,000 under the leadership of Tom Rozzi, vice-president, Personnel, and the first PAC chairman.

Now, the Grumman PAC marks the second presidential campaign of its existence with the naming of a new chairman following Rozzi's retirement. Bob Watkins, assistant to Grumman Aerospace Chairman George Skurla, will be responsible to a membership of some 4,000, about 40 percent of those people in managerial, professional and certain supervisory positions who are eligible to join.

Bob Watkins

Future expansion

Watkins praises his predecessor: "One of the major reasons for the effectiveness of the committee was Tom's unselfish efforts." The PAC grew during those four years, about four fold; but Watkins feels that a plateau has been reached. "We still see expansion in the future, but our immediate goal is to strive to be as effective as we can in the 1980 elections.

"It's not our intention to get as big as we can just for the sake of getting big," Watkins goes on to elaborate. "But we owe it to Grummanites everywhere to keep as politically active as necessary. The PAC can't — and we shouldn't want it—to do everything for us. But it does do something very significant. It helps us make sure that elected officials understand the company's and the industry's operations and makes sure we get fair and equal treatment in their legislative considerations."

Watkins feels that the PAC represents all employees and has an obligation to them. "If management can look to the employees of the Grumman Corporation to do their job of designing, manufacturing and marketing our products, then they have a right to expect us to be as politically effective as we can be."

Effectiveness at all levels of government is important, he adds. Federal, State and local governments, either through legislation or the purchase of Grumman goods, "affect all of our products—aerospace, energy, transportation, etc." It's up to the steering committee, made up of 15 members representing every subsidiary in Grumman, to approve which candidates to support with the funds donated by the PAC members.

The process of choosing the candidates to support recurs annually.

Early each year, two budgetary lists are submitted to the committee. One is of federal candidates; the other, state and local. The committee reviews those lists and decides whom to support.

"We don't get involved in political ideologies," says Watkins, who had been Vice Chairman of the PAC since 1976. "We support candidates who are favorably disposed toward what the corporation stands for."

By law, candidates can receive no more than $5,000 per contest from a political action committee. Last year, Grumman's contributions to candidates running for seats in the House of Representatives, for example, were as little as $100 and as much as $4,000. In all, the Grumman PAC contributed $136,000 to 77 candidates.

Numbers don't tell the story, though. Watkins says that, compared to associations and labor organizations, "industrial PACs have a long way to go. Last year, the largest industrial PAC contributed $173,000 to political candidates and committees. That was only a tenth of what office-seekers received from the American Medical Association."

Work of arc. *Bill Hartinger (L) and Clem Colter of Plant 2's Press Department put the finishing touches on the first machined Boeing 767 crown fitting. Grumman is building the 767's center-wing section, which joins the wings and the fuselage. The crown fitting forms the upper part of the fuselage. (Photo by Rich Breunig)*

Personals

We wish to express our deep gratitude to the many Grummanites for their thoughtfulness and kindness during the recent loss of our son. Philip G. Bevelacqua and Family

We want to express our heartfelt thanks to all the co-workers and friends of my late husband George Mancuso. The Mancuso Family

We wish to thank my many friends and co-workers for their sympathy and kindness during the recent loss of my father. Paul Kostek and Family

We wish to thank fellow Grummanites and friends of my husband, the late John Eder. All you have done for us is truly appreciated. Rita Eder

We would like to express our gratitude to members of Operations Analysis department for their thoughtfulness and kink expressions of sympathy during the recent loss of my mother, Agnes M. Doherty. Thomas I. Doherty

We would like to express our heartfelt gratitude to all of you for the overwhelming outpouring of concern and sympathy extended to us during the recent loss of my father. Robert Powers

We wish to express our deep appreciation to all of our friends and co-workers for the thoughtful expression of sympathy following the recent loss of my mother. Aronod Whitaker

I wish to express deep gratitude to my many friends and co-workers for the kind expressions of sympathy during the recent loss of my father. Ed Ostrosky and Family

Circle your calendar

The Grumman Political Action Committee will hold its annual meeting on Wednesday, May 14, in Plant 4, Hangar 4, in Bethpage. It will begin at 4:30 p.m. Richard Helms, formerly the director of the Central Intelligence Agency and ambassador to Iran, will be the guest speaker.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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Mead, Smyth recall '60; A-6 flies into 3rd decade

Left to Right. *Some of the Grummanites who helped build her came to say goodbye to E-112. Later, 600th Intruder was flown from Calverton to Whidbey Island, where she joined the "Eagles" of VA-115. The squadron will soon fly from the deck of the U.S.S. Midway.*

"When we won the contract we thought that it would be successful if we could sell 100 Intruders," Larry Mead recalls. "We thought that we would be building them for five or 10 years."

Twenty years have passed since the first A2F-1 Intruder flew from Calverton on April 19, 1960. The 600th Intruder, A-6E E-112, was picked up by the Navy two days before the 20th anniversary of that first flight. In all, more than 700 aircraft have been built based on that first design — A-6s, KA-6 tankers, EA-6 electronic warfare aircraft.

Mead, now senior vice president for Departmental Operations, was project engineer for the A2F-1.

"The reason why the plane has remained a first-line system, and will continue to be a first-line system for another 10 or 15 years, is that the Navy's concept of the aircraft was extremely sound in the first place."

The Navy wanted an all-weather attack aircraft and went looking for the design in 1957. Eight companies submitted designs.

Why did Grumman win the contract?

"One reason was our side-by-side seating configuration, which made it easy for the pilot and bombadier-navigator to work together," Mead says.

Grumman was officially awarded the contract in March of 1959. A year later, Bob Smyth was taking Number One up for its first flight.

Smyth, who was alone in the unpainted aircraft, recalls the first flight as a "pretty uneventful one."

"I guess I had been up to a high speed of about 280 knots. We were restricted to something like 300 knots," he says, piecing together the rest of the story from his log book.

"I slowed down to do some work with the landing gear and the flaps. I pushed the landing gear handle down, but one of the gears indicated it wasn't safely locked.

"Our procedures are that, if you're having trouble with the landing gear but they look like they're down, don't pull the handle back up. The gears may not come down at all the second time."

It was only a first flight problem, Smyth explains. "A microswitch needed adjusting." The gear was safely down all the time.

Since then, the Intruder design has developed into one of the Navy's most important weapons systems. "Grumman and the Navy have followed a deliberate policy to regularly upgrade the aircraft and its electronics." Mead adds that they are working on systems to upgrade the A-6's capabilities even more.

But, "the real thrill is when that first plane takes off."

Hawkeye update. *The Japanese Government recently sent an advance team to Bethpage to initiate the development of training programs for the E-2C. Japan has purchased four Hawkeyes. 'We've been going through the planning for these meetings for about a month,' says George Golden, E-2C Japan program manager at Grumman. 'It's been a seven day a week job.'*

Money matters

The cost of living adjustment announced in October 1979 will be implemented as soon as Consumer Price Index (CPI) figures are available for the first four months of 1980.

This adjustment, affecting all non-exempt (weekly-paid) Grummanites, is based on the CPI for January through April. These figures will become available sometime in May, and the increase will appear in paychecks as soon as possible thereafter. Subsequent adjustments will be made every four months.

As announced in October, exempt (bi-weekly-paid) employees will receive a cost of living adjustment as well, but on an annual basis. Their first increase will be made early in 1981 based on the CPI for all 12 months of 1980.

Grumman planes excel on Kitty Hawk cruise

Five squadrons of Grumman planes from the U.S.S. Kitty Hawk recorded impressive statistics for flight hours, safety and sorties on the carrier's recent cruise in the Pacific and Indian Oceans. Instead of being home with their families for the holidays the ship's crew and 11 of the 21 Grumman personnel on board spent Christmas in the Indian Ocean, after the 6 month cruise was extended another two and a half months.

Aircraft performance, affirmed Commander Bob Geeding, was impressive. "I've completed eight Western Pacific cruises in F-4s and F-14s and never have I felt so confident with a weapons system as I have on this cruise with the F-14. It's such a comfortable aircraft to operate in any weather off a carrier." Cdr. Geeding is the CO of VF-111, the fighter squadron called the "Sundowners".

Up and ready

Both the "Sundowners" and the VF-51 "Screaming Eagles", the other of the two F-14 squadrons aboard the Kitty Hawk, flew past the 100 percent mark for meeting their sorties. Both made their own takeoff schedules and were ready to take off, and did, when other types of aircraft on the carrier couldn't meet theirs. "It wasn't unusual to start each day with 10 of our 11 aircraft in up-status," says Geeding.

Right up there with them was E-2C squadron VAW-114. The "Hawgs", as the squadron is known, were ready to fly 94 percent of their schedule. According to Bob Marchessalt, a Grumman field service deputy team leader who sailed with the Kitty Hawk, the squadron was also able to complete its data link back to the ship 96 percent of the time. "Admiral Kirksey and Captain Chatham were quite impressed by our readiness."

R. Adm. Kirksey was the commander of Carrier Task Force 77; Capt. Chatham is the Kitty Hawk's skipper.

Credits Grumman

Rudy Koppel, the other deputy team leader, was one of the Grummanites providing avionics support expertise. He credits Grumman supply people for much of the cruise's success. "We had a lot of work to do, but our supply system worked extremely well." Rudy spent only four months on the cruise. The avionics officer felt that the sailors had been trained so well, many Grumman personnel weren't needed.

"We flew a lot of hours for a Western Pacific E-2C unit," he went on to say. "Our 1,650 flight hours were the most flown since the Vietnam war." The "Hawgs" flew 560 while the carrier was on-station for 74 days in the Indian Ocean.

Most active of all the fighter squadrons on-station there was fighter squadron VF-111. The "Sundowners" logged 1,323 flight hours in their F-14s while flying combat air patrols over "Camel Station" in the Indian Ocean. "This feat was accomplished through a superb maintenance effort," was the way Miramar Naval Air Station's Jet Journal described the reason for their success. Over the entire cruise the squadron met 104 percent of its sortie schedule.

It must have taken a superb effort by the entire Kitty Hawk crew to get through what overall Grumman team leader Dick Sommers calls their "Thanksgiving present."

The Kitty Hawk had sailed in May of '79 and had been scheduled to return home in early December. "It all went smoothly, then we got our present" . . . orders to forget about being home for the holidays. Orders which put Grumman's technical crew into high gear to help the Navy keep the planes combat ready.

VA-52, a squadron of A-6Es and KA-6Ds, and the EA-6Bs of VAQ-135 were kept busy. "VA-52 flew 5,000 hours," says Sommers. "That's the most this squadron has flown in about five years." The nature of the ship's mission made the job harder. "About 45 percent of all the flights in the cruise were tanking connected. We had to do a lot of converting of A-6s to mini-tankers."

Led the air wing

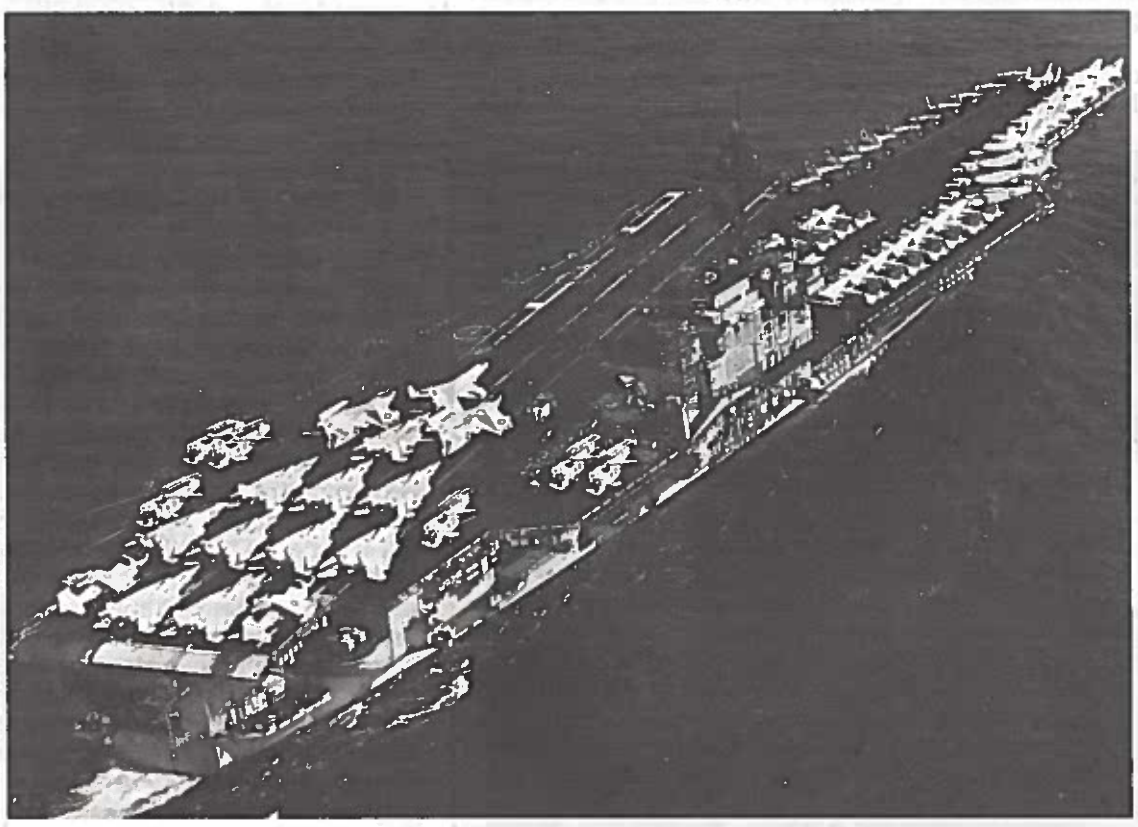
But in terms of statistical achievements, "the F-14s were absolutely phenomenal."

Most phenomenal of all, statistically, were the F-14s of the "Screaming Eagles". They were ready so often they completed 107 percent of their sorties and led the air wing in the number of carrier landings and hours flown for the entire cruise. The squadron also extended its safety record to six years — 18,000 hours of accident-free flying.

Ahead of the game

Commander Jerry Norris, who was the squadron's executive officer on the cruise and is now the commanding officer, was extremely happy with the performance of his maintenance crews and F-14s. "I'll give you an example. When we were 60 days in the Indian Ocean we had 10 planes with full systems capability. By the time we headed back to Subic Bay, we had 11.

"This was the best of all my cruises," he said. "The maintenance team worked together like a family; the esprit de corps was as high as I've ever seen. The aircraft were ready and we were ready."



Cruisin'. *When the six month cruise of the U.S.S. Kitty Hawk was extended by ten weeks because of tension in the Middle East, Navy personnel and Grumman field service representatives aboard missed the December holidays with families and friends. But expressions of support from home, such as a card with the signatures of 15,000 Chicagoans, kept the holiday spirit alive.*

Time to sign up

The Annual Meeting of Grumman Shareholders is scheduled for 2 p.m. on Thursday, May 15, in Hanger 3, Plant 4. Starting April 8, Bankers Trust Company, Trustee for the Grumman Employee Investment Plan, began mailing members of the Plan proxy statements and confidential cards for voting at the Annual Meeting, says Bob Bradshaw, Grumman Corporation Secretary.

Employees are asked to return the completed cards by May 7 to Bankers Trust Company in the self-addressed, postage-paid envelopes that will accompany the proxy statements.

Because Grumman shares obtained through the Investment Plan are held in trust for each individual member, being a member of the Plan does not automatically entitle participants to attend the Annual Meeting, says Bradshaw. Only those persons owning shares of record -- that is, shares purchased outside the Investment Plan prior to the record date of March 28, 1980, are eligible to attend.

Grumman personnel who own Company shares as of the record date (March 28, 1980) and who wish to attend the meeting should pre-register at any office of Employee Services on any working day before May 4. *(Do not hand in proxy card to ESO. Mail in return envelope provided.)*

Fresh air fun

Walkers, cyclists leave cars at home

It must be spring.

The first crocus is up, robins are back in the neighborhood, and Bob Kirschbaum is riding his bicycle to work again.

Bob, a manufacturing engineer in Plant 1, has been pedalling to work in good weather for about six years now. "Not too many people were doing it then, and I took a lot of kidding about it."

But as gasoline prices continue to climb, more and more Grummanites are finding other ways to commute, riding motorcycles, mopeds, and bicycles to work. A few hardy souls are even walking.

Bob lives in Farmingdale, about four and a half miles away from his job. He started out riding a $25 coaster bike and wore it out in two years. He's traded up a few times, and now rides a 10-speed bicycle.

When he was called for jury duty last November, Bob wrote back and explained that a bicycle is his main means of transportation, and that the 15-mile ride from Farmingdale to Mineola is a long one in cold weather. "They were very cooperative," says Bob. "They postponed it until the end of this month. And there's a bicycle rack outside the courthouse."

When he takes his bike to work, Kirschbaum parks it inside Plant 1. "I just park it and forget about it," he says. "A few other people do the same thing. There's one guy who rides in, and he's pretty short; some of his friends raised the seat on his bicycle so that his feet wouldn't reach the pedals. But aside from stuff like that, no one bothers."

Tom Beckman, a technical illustrator in Plant 15, also parks his bike inside the building. He's been cycling to work for about a year and a half. "Only in dry weather though. The cold doesn't bother me, but the road has to be dry and free of sand."

Tom says that he doesn't save much money by bicycling to work. "I live nearby, and I'd only use a gallon of gasoline a week if I took the car. But in a car you can't hear the birds or smell the woods. I take my bike just because I enjoy it."

"For long trips, you need something fairly substantial," says Dennis, who rides in about eight months out of the year. "I don't get the same gas mileage that I would from a smaller bike, but I figure I'm still saving over $35 a week by not taking the car." The ride takes him an hour in each direction.

> **"...I figure the chance to be out in the fresh air plus all the money I save by leaving the car home make it worthwhile."**

He uses it for interplant travel as well; occasionally he'll pedal over to the Credit Union and get on the line for the drive-in window.

For Hillary Badalucca of Presentations Services, a class "B" moped was the right compromise between driving in or bicycling from her home in East Meadow.

"My moped insurance is about $40 a year — as compared to car insurance at approximately $400," says Hillary. And at 100 miles to the gallon, gasoline savings are just as impressive.

Big bike

Most people who come to work on two wheels instead of four live fairly close to their jobs. But Dennis Romano of Air Force Requirements in Plant 5 found the 100-mile round trip from his home in Remsenburg too expensive by car — and too uncomfortable on anything smaller than his Honda 750 motorcycle.

"For long trips, you need something fairly substantial," says Dennis, who rides in about eight months out of the year. "I don't get the same gas mileage that I would from a smaller bike, but I figure I'm still saving over $35 a week by not taking the car." The ride takes him an hour in each direction.

There are problems, of course. Auto drivers can be downright hostile to people on motorcycles, mopeds, and bicycles.

Moving target

"It's a peculiar mentality," says one uneasy rider. "There are some people who are out to get you; it makes you feel like a moving target. They cut you off, tailgate like crazy, and try to run you off the road. The best thing to do is to stay as far away from them as possible and let them go past.

"Actually, I haven't had too many problems. And I figure the chance to be out in the fresh air plus all the money I save by leaving the car home make it worthwhile."

Naturally, the biggest savings are possible when you can get rid of a car altogether.

Rick Wilson has one car up on blocks in his garage in Bethpage. He walks to work.

"I've lived in Bethpage for nine years," says Rick, "But for the first two I was working at Plant 34C in Syosset. Then in 1973 I was transferred back here and I've been walking to work since then." He's in ILS Estimating in Plant 30.

Another Grummanite, who prefers to remain nameless and plantless, jogs to work a few days a week and changes from his Adidas to his regular shoes when he arrives. That's all he changes: just the sneakers.

"It saves me lots of gasoline money, and it's really the only opportunity I have to exercise," he says.

But isn't is a problem when the weather warms up a bit?

"It's not a problem for me," he grins, "but then, I don't have to sit next to me all day, either."

Good times roll. *Robin Ambrose of Plant 6 is all set for the 20-minute ride to her home in Riverhead. This is her second season commuting on her Kawasaki 400 motorcycle. (Photo by Rich Breunig)*

service milestones

R. Kennedy

J. Komp

W. Peters

J. Gannon

40

William F. Hejl, Controls (2)
Joseph Compitello, Log. Serv. (94)

30

Angelo Pomponio, Fuselage Assy. (1)
James W. Potter Jr., Prototype (2)
Paul Langhauser, Vehicle Liaison Eng. (3)
Robert W. Pettit, Instr. Plnng & Contrl. (6)
Nickolas Munzing, Central Ship Control (17)
Gene Harms, Crew Sys/Equip Integ. (25)
Joseph P. Armstrong, Insp. Elect. (43)

25

Robert Kennedy Jr., ILS Admin. (1)
Joseph Komp, Drop Hammer (2)
Winslow Peters, Forming Heat Treat & CM (2)
James J. Gannon, Trans-Ops. (2)
Robert W. Clair, Mach Oper-Tech Serv. (3)
James V. Digilio, Management & Staff (5)
Leslie P. Wittekind, Structural Test (5)
Charles McLaughlin, Aerodynamics Staff (5)
George Scheuerlein, Product Devel Cent. (5)
George E. Stolworthy, Repair Control (6)
George R. Petheram, Elect & Mech ILS Supp. (6)
Gerard Cudone, Power Plant Des. (9)
Valentine Klein, QC Lab. (10)
Charles Morris, Maint-Rearrangement (12)
Stephen Bellanca, Advanced Space Sys. (25)
Frank Marciniak, Resources (25)
Anthony Collura Jr., Seller Surveillance (30)
Arthur Berman, Elect Eng. Pwr/Ctrls. (30)
James Boyd, Sys & Control (35)
William Borruso, Prod. Training Mgt/ Staff (39)
William J. Cody, Prod. Control (43)
Kenneth Walch, Mgt/Staff (43)
Gerald D. Markham, A/C Sys Serv. (81)
Arthur H. Meyer, Supplier Control (89)

20

Hubert C. Farrell, Mfg Resources (2)
Harold G. Hofmann, Convent. Mach. (3)
Alfonso Naporano, Convent. Mach. (3)
Louis F. Giordano, Details (3)
Gerald H. Hermges, Fuselage Assy. (3)
Christopher Rizzuto, Mach Oper-Tech Serv. (3)
William H. Koop, Maint-Facil Equip & Gen. (3)
Walter V. Muller, Support Equip. Prod. (5)
Myron M. Mueller, ILS Sys. Tech. Mgt. (5)
Francis A. Matuszek, ILS Electrnc/Elect. Eng. Mt. (5)
Ronald Hazelton, Instruct/Anal. (6)
Brian T. Degnan, Project Manager ILS (6)
John Szczepanski, Meas. Standards (6)
Robert Kito, Trans-Ops (7)
Robert Mayette, Software Anal & Des. (7)
Raymond Holland, Prod. Superv. (14)
Raymond Lokkeberg, Lab Mgmt & Tech. (25)
Dominick Virgilio, Prog. Quality Mgt. (25)
Robert Burtis, Program Manage E-2 (25)
Edward Hermanns, Design Eng Proj. Eng. (32)
Lewis Moores, Pl. Protection (40)
David J. Winthrop, Program Manage A-6 (40)
Alfred Shackles Jr., Program Mgt. (40)
Philip Hampton, Maint-Facil Equip & Gen. (44)
Floyd Marken, Program Mgt. 161 (86)
Joachim Dietzsch, Production (88)

15

Walter C. Duncan, Fuse Fwd. Sub & Major (1)
Thomas A. Lazar, Final Assembly (1)
Jim E. Padgett, Final Assembly (1)
Michael Mascia Jr., Prod. Cntl-Parts Cntrl (1)
Anthony V. Ricciuti, Prod. Release & Anal. (1)
William E. Weaver, Stockrooms (1)
Ruth C. Mattina, ILS Secretarial Services (1)
James R. Sweeney, ILS Elect. Pack. (1)
Nick Giovanos, ILS Tech Services (1)
Stephen A. Nestor, ILS Tech Services (1)
Rudolph T. Bruno, ILS Elect. Eng. (1)
James Cornwell, ILS Elect. Eng. (1)
William F. Orlowski, ILS RF/Controls (1)
Duane C. King, ILS Digital Eng. (1)
Robert E. Cruz, Insp-Mechanical (1)
Joseph B. Duffy, Router & Shear (2)
William H. Boyd, Small Parts Fab. (2)
Leroy Carter, Heat Treat (2)
Richard G. Staff, Pride Line (2)
Gerard S. Freese, Prototype (2)
Walter R. Wasilewski, Steel Parts Assy. (2)
Edward A. Boyle, Sub Assy (2)
Anthony Galardi, Ctr. Sect-Sub Assy (2)
Arthony Fasano, Wing Inner Panel & Combo (2)
Porfirio Ramos, Avionics Inst. (2)
Thomas F. Kiessling, Propulsion Test (2)
Daniel Feldschau, Propulsion Test (2)
Joseph Randazzese, Stress Relieve & Hot Form (2)
Jerome Strange, Mfg. Proposal Mgmt (2)
Henry H. Dorner, Jigs & Fixtures (2)
John Waters, Det. Pts. Plnng. (2)
Norman W. Gluf, Det. Pts. Plnng. (2)
Donald F. Ficken, Food Service (2)
Robert E. Friberg, Insp-Mech. (2)
Gerard P. Johnson, Rec-Insp-Elect Test Lab. (2)
Charles M. Bloodgood, Conventional Machines (3)
Anthony Lawrence, Alodine (3)
J. R. Christensen, Spotweld (3)
Anthony Savarese, Parts Paint (3)
Basil A. Hawkins, Assemblies (3)
Richard Crews, Details (3)
Hasten L. Newton, Details (3)
Frank C. Farina, Major Assy (3)
Richard Bouwense, Mach Oper-Parts Ctl. (3)
Jesse E. Walters, Maint-Facil. Equip & Gen. (3)
Raymond W. Hankerson, Maint-Facil Equip & Gen. (3)
Hilton Shultis, Final Assy Structure (4)
Antonio H. Dentler, Flight Ops (4)
Gerard F. Dorsey, Prod. Supervision (4)
Walter Kulbaba, ILS Elect. Pack. (4)
Arthur R. Fischer, FTT Systems (4)
Edward Stietzle, Static Test (5)
Vello T. Noormae, Instr. Test (5)
Edward J. Smith, Environmental Ctrl & Test (5)
Donald J. McGuckin, ILS Program Mgt. (5)
Saul Pasik, ILS Mech. Eng/Des. (5)
Frank J. Meyer Jr., ILS Elect. Pack. (5)
Vincent J. Pulito, ILS Reqt. Def. (5)
John Weick, ILS Elect. Eng. (5)
Charles Albrecht, ILS Digital Eng. (5)
David G. Ginsberg, Structural Test (5)
Charles E. Lundin, Performance (5)
Raymond A. Goetz, Ops. Anal. (5)
Murray P. Ginsberg, Des. Eng. Proj. Eng. (5)
James P. Crawford, Corp. Contracts (5)
William E. Byas, Estimate Resources (5)
Robert E. Gorman, Corp. Syst. (5)
William L. Rohm Jr., Instr. Test (6)
Joseph A. Lombardi, Repro Servs. (6)
Edward Tlustachowski, Instr/Anal. (6)
Francis Keller, Time Card Control (6)
Frank H. Daum Jr., Supply Asset Control (6)
James F. McConville, Fluids (6)
Ronald R. Ennis, Elect. Install. (6)

J. Digilio

L. Wittekind

C. McLaughlin

G. Scheuerlein

G. Stolworthy

G. Petheram

G. Cudone

V. Klein

C. Morris

S. Bellanca

F. Marciniak

A. Collura Jr.

J. Boyd

W. Borruso

K. Walch

Wilfred G. Kruse, Support (6)
Frank C. Augustine Jr., Prod. Deputy & Statn Foreman (6)
John J. Cortese, Jigs, Details & Sub-Assy (6)
Robert H. Bolton, Matl & Log Mgt & Staff (6)
Wallace J. Zober, Elect & Mech ILS Supp. (6)
Frank Pollio, Elect & Mech ILS Supp. (6)
William Staples, Automat Circuit Anal. ILS (6)
Vincent A. Crocco, Measurement Standards (6)
Michael Trudnak Jr., Final Assy Insp. (6)
Thomas DiNicola, Final Assy. Insp. (6)
Lawrence Lander, ILS RF/Controls (7)
John M. Linge, Sys. Design (7)
Marcello Vici, Sys. Integration (7)
John Lachenmeyer, Computer Architecture (7)
Albert J. Capuco, Flt. Avionics (7)
Richard E. Mauck, Flt. Dev. Ops. (7)
George Van Schaick, Flt. Dev. Ops (7)
James J. Bolger, Elect. Fab. (7)
Lawrence J. Williams, Elect. Fab. (7)
David H. Thompson, Prod. Mgmt & Staff (7)
Kenneth H. Gabelmann, RF Equip. Prod. Supp. (7)
Nicholas Yokich, RF Equip. Prod. Supp. (7)
Frank W. Filipo, RF Equip. Prod. Supp. (7)
Eugene F. Seng, Air Traffic & Radio Comm. (7)
John Hartman, Elect. Test (8)
Robert J. Jendrzejewski, Rec/Shipping Insp. (8)
Michael A. Vargas, Mfg. Sched. (9)
William J. Feeney, Metallurgical Eng. (12)
Alan C. Platt, Meas. Stds. (12)
Lawrence Van Derlofske, Elect. Test (14)
Frank Serrano, Elect. Test (14)
Daniel Katzenstein, Sys. Test (14)
Anthony W. Zumpano, Elect. Des & Devel. (14)
Gat Lee, Lab Mgmt & Tech. (14)
Clara Ebbecke, Distrib. Servs. (15)
Daisy Rusch, Repro Servs. (15)
Roy Fisher, Repro Servs. (15)
Richard Oechsner, Repro Servs. (15)
Richard W. Cheslack, ILS Tech. Writ. (15)
Arthur F. Brennan, Central Ship Cntrl. (17)
John Scully, Central Ship Handling (17)
James Cash, Receiving Insp-Gen. (17)
Stephen J. Brady, Mfg. Resources (25)
Emery Fischer, Land Gear Carrier Suit AB/Arm. (25)
David S. Krasner, Struct. Anal. (25)
Fred Figler, Software Devel. (25)

Change your beneficiary

On the day you got your identification badge and your permanent number, you signed a card designating a beneficiary of your life insurance.

The Insurance Department reminds you that you may want to re-evaluate that decision if you've since been married, divorced, widowed, or had additions to your family.

If you want to change your beneficiary, pick up a form at any Employee Service office or the Insurance office in Plant 28; fill it out, have a witness sign the card, and return it to the Insurance Department, mail stop A10-28.

Catherine S. Varga, Config. Data Mgmt (25)
Stanley Kallman, Field Admin & Liaison (28)
Jack G. Clemens, Pricing & Proposals (30)
Robert H. Lambert, Gen. Commod. (30)
Sidney Levey, Gen. Subcontracts (30)
John Capriola, Inventory Rel & Control (30)
Joseph R. Gajewski, Subcontractor Surveillance (30)
John Ricetti, Mfg. Sched. (30)
Michael McEnery, Tech. Reqts. (30)
Roland L. Olsewski, ILS Supply Ops. Mgmt. (30)
James W. Ohrtman, Process Eng. (30)
Vincent Addamo, Mech. Eng. (30)
Ubaldo J. Macari, East Coast Supplier Adm. (30)
Ronald A. Maginniss, Finance Depart. (30)
Joseph S. Baran, Struct. Des. (32)
Charles A. Becker, ILS Mech. Eng/Des. (35)
John Zbytniewski, ILS RF/Contrls. (35)
Irene Ruf, Food Serv. (35)
Adeline Zuilkowski, Food Serv. (35)
Charles Wohl, Loads & Criteria (35)
Goodwin G. Peterson, Sys & Cntrl (35)
Herman Bohnhorst, QC Quality Eng. (35)
William Dillard Jr., B/P Warehouses (37)
John Ullrich, Instruct/Anal. (39)
Gardner B. Lorimer, Instruct/Anal. (39)
Jerry Marchak, ILS Mech. Eng. Mgt. (40)
Donald A. Anselona, ILS Mech. Eng. Mgt. (40)
Erich Brugmann, ILS RF/Cntrls (40)
Victor R. Gabriele, ILS RF/Cntrls (40)
George Franzisko, ILS Digital Eng. (40)
Edward McClenin Jr., Crew Sys/Equip Integ. (40)
Herbert Quartin, Reliability (40)
James A. Casey, Antennas & Radomes (40)
James J. Vollaro, Elect Des & Devel. (40)
Frederick J. Rademacher Jr., Optic & Display Equip. Des. (40)
Cecil P. Jones, Specifications (40)
James J. Williams Jr., Estimating Resources (40)
Joel G. Fanelli, Estimating Resources (40)
Glenn Schmidt, Prog. Plnng Cntrl & Budg. (40)
Walter S. Malmstrom, Config. Data Mgmt. (40)
Carl Schottlandt, Production (43)
Antonio N. Parga, Mech. Struct & Assy. (43)
Kurt Germann, Mech. Detail & Fin. (43)
Francis J. Carlin, Elect. Final Assy. (43)
Thomas J. Feeney, Avionics Sys. Test (43)
James E. Bage, EP Circ & Mod Fab. (43)
Abraham Schwartz, EP Circ & Mod Fab. (43)
Malcolm Hollesen, Elect Box Pan & Draw Fab. (43)
Walter R. Maier, Plant M/S (43)
John Ericksen Jr., Plant M/S (43)
Albert Castelli, Prod. Supv. (43)
Frank Lattanzi, Prod. Supv. (43)
Russell Hosie, GSE Sched. (43)
Ellen Tagariello, Methods Eng. A/C (43)
Joseph A. Quigley, Methods Eng. A/C (43)
John J. Nolan, Insp. Elect. (43)
Robert J. Lehner, QC Eng. (43)
John T. Tokar, Elect. Cable Fab. (44)
Peter Mulligan, Elect. Harn Fab. (44)
Salvatore Aquanno, Elect. Harn Fab. (44)
James L. Biscardi, Elect. Cable Fab. (44)
Andrew P. Rapcik, Elect. Box & Pan Fab. (44)
Charles Palmieri Jr., Invent. Mgt. (44)
Eugene Mendelson, Invent. Mgt. (44)
Joseph T. McGill, Resources (45)
John R. Churchey, Insp/QC (77)
Donald Whitney, Program Contracts (77)
Walter S. Christiansen, Stuart Tool Eng. (77)
John W. Greve, Elect. Equip. Des. (86)
Vincent T. Bonsignore, West Coast Procurement (87)
Carlton W. Eng Jr., Engineering (88)
Kenneth G. Korsberg, Production (88)
Ralph E. Rossbach, Production (88)
Stephen O'Connor Jr., Log. Serv. (90)

Engineers of the Year(s). *Eight members of the Grumman Engineering Department have been named recipients of a special Project Sterling annual award for engineering achievement. For their efforts in 1979, the winners are (L to R) Joseph Van de Wetering, James Whelan, Edwin Berlin, Armand Aronne, and Joseph Alario. The 1978 winners are Charles Nathan and Sol Boles; Chris Witt was unavailable for the picture. (Photo by Rich Breunig)*

Need a ride?

CENTEREACH-LAKE GROVE: area, 7:48-4:18 shift, plt 40, Melville. K. Riley x3466

COMMACK/E. NORTHPORT: van pool to Bethpage, 8:00am shift, $50/20 working days. B. Wellner x9596

EXIT 58 OLD NICHOLS ROAD: to plt 2, 4-12:30 shift. J. Dillon x3051/399-5719

FORT SALONGA: to Bethpage, person to join exist 3 person car pool. T. Geraci x8677/261-8728

GLEN COVE: Bethpage, plt 25, 8:12-4:42 shift. A. Richer x6475/676-0170

MASSAPEQUA: to plt 8, Calverton, 8-4:30pm also eve shift, 3-11pm, need to join exist car pool or form one. F. Freitag 541-2102

MILLER PLACE: to plt 5, Bethpage, 8-4:30 shift. S. Hohmann x3466/473-8622

OCEANSIDE: Island Park, Longbeach to plt 1 or Bethpage, 7:48-4:18pm. B. Hurewitz x5391/431-3897

OAKDALE, SAYVILLE: Bohemia, Great River, E. Islip area to Bethpage, van pool, need 9 riders to start. B. Benoit x5180/589-3702

PATCHOGUE, BAYPORT: Sayville to plt 40. J. Williams x3765

Pride of Milledgeville. *Photo of Grumman scholar Greg Richter (front right) and his family was unavailable for the last issue of PLANE NEWS. With him here are parents Bill and Louiseann and sister Susan. Greg will study computer technology at Georgia Tech.*

scorecard

Garden shows

The Grumman Garden Forum has set the dates for its annual exhibits.

The Spring Show is slated for Tuesday, May 13, in the Plant 30 cafeteria; Roy Goddard is manager.

The Rose Show takes place on Thursday, June 12, in the Plant 35 cafeteria, reports John Gatti, show manager. Plant 30 plays host for the annual Fall Exhibit on Tuesday, September 16; Jerry Berman is show manager. The Great River Flower Show takes place on Tuesday, July 1.

For further information, contact Forum directors Peggy Hilbert, Ext. 5025; or Lillian Nigro, Ext. 8554.

Lost crown

Varsity members – Maureen Croes, Arleen Schwemmer, Gene Bagnall and Frank Tucholski – were ready to defend Grumman's title at the 18th annual Pan Am/ L.I. Mixed Bowling Tourney. But fate would not be kind, the varsity lost to Nassau County Employees by 15 pins.

Bagnall led the varsity by rolling 182-193-203-578; Croes bowled 195-196-174-565. While teammate Tucholski chipped in with a 193-549 series, Schwemmer added her 182-499 three-game series.

High rollers

It looks like the dynasty built by Grumman women keglers in the Seventies will continue into this decade.

After only two nights of play, Grumman varsity women's team sports a healthy 300-plus pin lead in the L.I. Industrial Bowling Tournament.

Maureen Croes lead the Grumman squad on the first evening with games of 171, 176, 206, and 225 for a 779 four game series. Rita Mathia contributed a 761 series with two big games of 213 and 214. Arleen Schwemmer chipped in with a 201-688 series, while teammate Lorraine Coulaz rolled 648.

On the second night of play, Schwemmer was top pin killer with 256-215-798. Croes continued to donate a healthy pinfall with another 779 game series. Coulaz bowled 674, while Mathia rolled 597.

When PLANE NEWS went to press, the Grummanites were about to compete in the final night of play, April 19. The next issue will highlight the women's (probable) trek to the winner's circle.

Sunshine show. *At Stuart Operations, Vice President and General Manager Ed Dalva (R), presents 'Best of Show' award to Ray Radtke for his staghorn fern entry at the third annual flower and garden show. Ray's winning plant weighed over 100 pounds.*

Aruba in November

Spring has barely sprung . . . but it's really not too early to start thinking about a Thanksgiving holiday in Aruba.

GAA is offering a Nov. 22-29 package which includes round-trip transportation on American Airlines, seven nights at the Aruba Concorde Hotel, complimentary tennis, and many extras. Cost is $579 per person based on double occupancy, $533 for triple, and $777 for single occupancy.

For an additional $185 per person, breakfast and dinner daily are provided on the modified American plan.

Sign-up is on Tuesday, May 27, at 5:30 p.m. in the Plant 28 auditorium.

Northern neighbors

GAA is sponsoring a trip to Canada, June 16-26. Costs are $520 per person, based on double occupancy per room; $650, single; and $470, triple. The tour includes bus transportation, accommodations in Portsmouth, N.H.; Nova Scotia, New Brunswick, Prince Edward Island, and Maine. Full payment may be made to GAA at its office next to Plant 2. Call Ellen Drasser, Ext. 2133, for additional information.

calendar

AIAA: Sat., May 3, Polytechnic Institute of New York, Farmingdale, 8 a.m. to 5:30 p.m., all day conference: "Interrelations of Education and Industry." Guests welcome. Dr. A.B. Giordano, (212) 643-5720/Prof. M. Bloom, 694-5500

Aikido Club: every Mon. and Wed., 5 p.m., Pl. 35 caf.; for sport and self-defense; L.I. Aikido Federation; all Grumman employees welcome. Bob Bauman, Ext 7706/Mike Stock, Ext. 7362

ASHRAE: Tues., May 13, Hofstra University Alumni Club, Hempstead, 6 p.m. Guests welcome. A. Rubenstein, Ext. 5712

C.B.I. Vets Association: Wed., May 14, Caruso Restaurant, Levittown, 8 p.m. Guests welcome. Walter Pytlowany, Ext. 8617/Ray Fong, Ext. 2484

Computer Club: Thurs., May 29, Pl. 25 conference room, 5 p.m. Grumman employees welcome. I. Tish, Ext. 4783

Fencing Club: every Wed., Pl. 30 caf., 4:30 to 6:00 p.m. Beginners welcome, free lessons; Grumman employees only. Pete Chaldaris, Ext. 4331/Jack Hayne, Ext. 5556

Folk Dancers Club: every Tues. and Thurs., lunchtime, 2nd floor Pl. 6, folk, ballroom and disco. Grumman employees welcome. J. Hamelman, Ext. 117-6835

GACE Flying Club: Fri., May 9, Pl. 28 auditorium, 5 p.m., regular monthly meeting, guests welcome. R. Reisch, Ext. 5967

Grumman Cycle Touring Club: Mon., May 5, Knight Club, Hicksville, 5 p.m., business meeting. Guests welcome. Tom Beckman, Ext. 8994

Grumman Scuba Divers Club: Wed., May 14, Chateau Restaurant, Wyandanch, 7:30 p.m., guests welcome. Pamela Craig, Ext. 4779

Karate Club: every Tues. and Thurs., Pl. 28 auditorium, 5:15 to 7:00 p.m., black belt instructors, physical and mental development; guests welcome. Beginner classes start Tues., May 6. Tony Ortiz, Ext. 4764

Model Railroad Society: every Wed., Model Railroad building, 7 p.m., regular meeting, Grumman employees welcome. R. Muntz, Ext. 115-6330

Ski Club: Wed., April 30, Crow's Nest Restaurant, Melville, 8:30 p.m., guests welcome. Fri., May 2, Holiday Inn, Plainview, annual "Sno-Ball" dance. Art Garmendia, Ext. 7819/8910

Society of Logistics Engineers: Tues., April 29, Pan Am Jet Center, Kennedy Airport, 6 p.m., guests welcome. A. Pinker, Ext. 8880

Society of Manufacturing Engineers: Mon., May 12, Polytechnic Institute of N.Y., Farmingdale, 7:30 p.m., business and technical meeting. Guests welcome. A. Pinker, Ext. 8880

Tennis Club: 2nd Wed. of every month, 5 p.m., Pl. 5 conference room A. M. Dolderer, Ext. 6498

GRUMMAN plane news

Vol. 39, No. 8, April 25, 1980. Bethpage, N.Y. 11714